

Save the FirePower race fuel containers.

You can return them to your dealer for exchange credit. Under EPA rules, empty fuel containers must be treated as hazardous waste. Do not incinerate or expose to heat or open flame. Empty, dry cans may be disposed in household garbage. Exchange credit on returned containers cannot be honored if dirty, rusted, dented, marked or contaminated.

Treat race fuel with care and respect. Like any gasoline, it is flammable and potentially dangerous. Material Safety Data Sheets are available upon request from your **FirePower** race fuel dealer.

FirePower race fuels contain no harmful materials (per EPA requirements) and are safe as normal pump fuels, provided they are used and stored properly.

If you have any questions regarding FirePower racing fuels, contact your authorized race fuel dealer. Do not proceed until you have obtained correct information. It is far better to get answers to technical questions before they become technical problems.

FirePower race fuels are produced from components supplied by Chevron-Phillips Chemical Co and Phillips Petroleum and are distributed by Precision AutoResearch. Product information and technical support are provided by Precision AutoResearch. Your questions and comments, concerning engines and **FirePower** race fuel products are always welcome.

FirePower race fuels are superior products, designed and built by engineers who really know fuel chemistry and race engines. They are sold and serviced by racers who know engines and racing. When used correctly, **FirePower** race fuels produce noticeable improvements in performance over other brands of race fuels and any pump gas.



Precision AutoResearch

PrecisionAutoResearch.com

PARbrowser@aol.com

(630) 766-4402

**The
Proper Storage
and Handling
of Race Fuels**



...Only the best!

Always purchase the highest quality race fuel that you can find; bargain price fuels are costly.

Premium quality racing fuels are precisely blended and carefully protected during transport and storage. Improper storage and handling techniques can result in deterioration of fuel properties which are essential to optimal performance. Stale racing fuel can be worse than not using racing fuel.

Always purchase fuel in satisfactory condition.

Beware of fuel from underground storage tanks. It may be tempting to purchase racing fuel from a local station or at the track, since it is often less expensive and “easier” to handle than packaged premium racing fuel. The condition of fuel from underground tanks is always an unknown, and usually poor. The presence of tank water bottoms, remnants of stale fuel, corrosion, excessive evaporative space (and loss of light fractions), all contribute to inferior fuel quality. Be sure the fuel in your tank is the same as the fuel developed at the refinery. ***Buy fresh, pure, uncut fuel, in sealed steel containers.***

Never store fuel in plastic containers, either transparent or opaque, including fuel tanks. Light fuel fractions, which evaporate easily, can migrate right through polymer surfaces and UV light will cause an octane loss in leaded race fuels. Small plastic containers should only be used on a very short-term basis (up to a few hours), for premixing with oils, or easier handling and filling. If plastic containers are used, they should be made of Teflon, Nylon, Fluorinated HDPE or, minimally, thick walled HDPE.

Proper fuel storage demands a full, tightly sealed, steel container with minimum air space to avoid evaporation losses. However, some air space (~2-5% of total fluid volume) is

necessary for temperature expansion to avoid rupturing the container. If air space in a storage container exceeds 30%, the fuel should be transferred to smaller containers where the air space can be minimized. Always tightly seal any caps, spouts or spigots, to prevent fuel leakage and deterioration.

Long term storage requires weather protection.

Outside storage: Outside storage requires protection from the elements: heat, cold, sun, and rain. Excessive ambient heat causes the fuel to expand and significantly increases vapor pressure, pushing evaporated light fractions past the seals. Excessive cooling causes the contents to shrink, creating a strong vacuum. The vacuum pulls collected moisture into the keg or drum contaminating the contents.

Inside storage: Kegs and drums can be positioned upright when stored inside protected from the weather. Remember, if it is leaking fuel, it is leaking vapors as well. Fuel vapors are easily ignitable. Inside storage requires a cool, well ventilated area, free of open flame (gas heaters and furnaces), sparks (electric motors), and static electricity.

Fuels should be kept cool and out of direct sunlight. ***FirePower*** race fuels are sold in sealed steel containers. If you are at a track with no shade, cover the sealed can with a damp towel. This helps insulate the fuel from heat, and makes it easier to handle. To help retain the high performance properties of your racing fuel, its temperature should never exceed 105 °F. ***Treat premium race fuel like a fine champagne: keep it away from heat, light and air.***

Open containers with extreme care. Fuel agitation and high ambient air temperature contribute to elevated vapor pressures within the container. A warm container of fuel may be pressurized to more than 7 psi. This translates into roughly 28 lbs trying to push the cap off! ***DON'T OPEN A WARM FUEL CAN!*** Cool the can before opening. When opening, loosen cap very slowly

until a hissing noise is heard. ***WAIT FOR HISSING TO STOP BEFORE CONTINUING.*** Equalize the air pressure between the inside of the can and the atmosphere before you remove the cap.

New, pull-up spill-proof pour spouts.

FirePower race fuels are packaged in unique, high strength steel containers, never in plastic. The five gallon cans feature a patented pull-up pour spout that is fully vented. This provides a passage for air to replace vacated fuel volume, reducing “glubbing,” flow choking and spillage. With practice, fuel can be poured without spilling a drop. Always reseal open containers to avoid evaporation loss and fuel deterioration.

Pour fuel properly. When transferring fuel to your race tank or other containers, do not overfill! Overfilling turns vent passages into fuel leaks. Spillage onto headers, ignition, or other components can be a major fire hazard, which may not be realized until you are on the track. Fuel vapors are heavier than air and will linger on the ground where they may be easily ignited by a careless cigarette or spark.

Avoid pouring fuel into containers of uncertain history. ***FirePower*** race fuels are shipped pure and clean; do not penalize yourself by allowing your race fuel to become contaminated. For pre-mixed oil/fuel applications, use a separate container. Never return premixed fuel to the original container. Use drained fuel for early practice sessions or for yard equipment. Always race with fresh fuel.

Do not use leaded race fuel in street vehicles. Leaded fuel will foul catalytic converters and oxygen sensors. It will also create deposits on valves and spark plugs. Leaded race fuel is sold for off-road use only; for purposes of legitimate competition. EPA regulations prohibit its use on the street and you may be liable if you use a leaded racing fuel on the street.